

To-day's Advertisements.



PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by PUBLIC AUCTION, Under District No. 139 of 1901. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY, versus G. R. STEVENS & CO. TO-MORROW, (FRIDAY), the 14th June, at Noon, at their Sales Rooms, Ice House Street. FOURTEEN NEW SINGERS SEWING MACHINES. ALSO: A quantity of AMERICAN FANCY LAMPS. TERMS:—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 13th June, 1901. [623c]



PUBLIC AUCTION.

THE Undersigned have received instructions from the Indian Commissariat Department to sell by PUBLIC AUCTION, ON WEDNESDAY, the 13th June, at 2.30 P.M., at LAI-CHI-KCK, A quantity of HAY in Bales and Loose, more or less damaged. ALSO: Two large MATSHEDS erected only a few months. A Steam Launch will leave BLAKE'S PIKE at 1.45 P.M. to convey intending Purchasers. TERMS:—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 13th June, 1901. [627c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"DIAMANTE."

Captain A. Ramsay, will be despatched as above, on SATURDAY, the 15th instant, at 3 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 13th June, 1901. [612c]

Intimations.

EYE-SIGHT.

MR. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 10, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified by the best English makers.

A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY, Hongkong.

BIRTH.
On the 6th of June, at Burnbrae, Orange Grove Road, Singapore, the wife of WILLY HASENBALG, of a daughter.

DEATH.
On 21st May, at Kuala Lumpur, SAMUEL ROBERT GROOM, of the Middle Temple, Barrister-at-Law.

The Hongkong Telegraph

HONGKONG, THURSDAY, JUNE 13, 1901.

NOTES AND COMMENTS.

Semi-detached Houses.

We are very pleased to see that Mr. Fung Wa Chun has taken up the suggestion that we made in these columns on May 31st, that if the Government were thinking of changing the form of Chinese houses to be erected in the Colony, it would be better to insist on the breaking up of long rows and making them semi-detached.

As will be seen elsewhere, Mr. Fung Wa Chun has not only taken up our suggestion, but has got the leading Chinese to back him up in his opinion, and we cannot see why, with a little public support, the matter should not be carried through. There can not be the slightest doubt that such houses would be infinitely more sanitary than the death traps which one sees springing up on all hands at the present time.

But here again, of course, the Hon. F. H. MAY must come in with his doubts. He is afraid that it will be too expensive. This we utterly fail to see. It may mean a little more expenditure by the Government if they make the side lanes, as suggested by Dr. CLARK, but surely having healthy houses would warrant this spending of public money! No doubt Mr. MAY thinks that the Government will lose by the lanes; for Crown land will not be sold in such large blocks. So it will, but it will make up for this by several small blocks being taken up instead of one large one.

This too might mean a loss to some of the landlords, who could crowd more houses together on one space than allowed by law, but we do not think that these people are to be considered when public health is at stake. They are, to a large extent, responsible for the present insanitary state of the town, for it is their greed in crowding their houses together that has brought about the present state of affairs. They have shown not the slightest consideration for either the health or the pockets of their tenants, but have piled on rents in a manner that would disgrace the most grasping Jew in existence.

Semi-detached houses must be the most healthy and are the best solution of our present difficulty. The Chinese, our official bug-bear, are in favour of them and, therefore, in a case in which the Chinese hold sensible views, for heaven's sake do not let us have the matter shelved. Hongkong cannot be pulled down and rebuilt in a day, but with sensible building regulations, a few good typhoons, and the bold condemnation of existing insanitary dwellings by an honest inspector of buildings, a few years may bring about a great change for the better.

As for Mr. FUNG WA CHUN, we are pleased with the very sensible suggestions he has put forward, (even though he did forget to say that he got his idea from the *Telegraph*), and we can assure him that he will receive every support from us in pushing forward his scheme for semi-detached Chinese houses for Hongkong.

REUTER'S TELEGRAMS.

THE DROUGHT IN GREAT BRITAIN.

LONDON, June 11th.
There is a continuance of the drought in Great Britain, and there is the gravest anxiety amongst the farmers.

BRITISH SOUTH AFRICA.

Lord Kitchener replying to an enquiry from Mr. Brodrick, curtly denies the reported surprise of Beyer's commando near Warmbaths, but leaves the matter unexplained.

BRITISH TRADE WITH CHINA.

Lord Cranborne replying to a deputation from the Associated Chambers of Commerce, urging the extreme importance, and immense potentialities of trade with China, said that the Government felt acutely the importance of the commercial aspect, and that it was the duty of the Government to secure to traders full opportunities for trade, but traders must be prepared to take certain risks lest they be supplanted by foreigners. He deprecated any international control of China, which implied disintegration.

WEATHER REPORT.

The Observatory report says:—On the 13th at 12.5 p.m. the barometer has risen slightly on the China coast, fallen in W. Japan. A depression is lying near the Loo-chos. Gradients slight with variable winds on the China coast, and S.W. winds in the N. part of the China Sea. Forecast:—S.W. and varying winds, light or moderate; probably some thunder showers.

LOCAL AND GENERAL.

We have received the *Customs Gazette*, statistical series No. 2, for January-March, 1901.

The Duke of Cornwall has laid the foundation-stone of a Cathedral at Brisbane as a memorial to Queen Victoria.

The Mortality Statistics for Macao for the week ended 1st inst. show 62 deaths, of which 23 were from plague.

CAPTAIN Muller of the *Wongkai* leaves Hongkong this week in order to bring out a new steamer for the Nord Deutscher Lloyd Co.

The total issue of South Africa war medals will, it is stated, number 300,000. The ribbon required for the medal measures 40 miles.

Mr. Frank Clark, a New York tourist agent, has chartered the new White Star liner *Celtic*, the largest ship in the world, for the tourist business.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk, salary \$100 per month, and an office clerk, salary \$50 per month, vide advertisement appearing elsewhere.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

John Hastings.....\$25
B. & C. 5

We draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per bag and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

At to-day's meeting of the Sanitary Board, a letter was read from H. E. the Governor asking if the use of quicklime in the burial of plague cases could be discontinued with safety, having regard to the question of ground saturation. The minutes of the doctors pointed to the fact that lime could be dispensed with.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the 'Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

AN Admiralty Court at Victoria gave judgment on the 10th ult. in favour of the owner of the *Ark Abbe Palmer*, in the suit brought for damages arising out of the collision between that ship and the Canadian Pacific steamship *Empress of Japan* in the Straits of Fuca several months ago. The Court decided that the officers of the *Empress* were entirely to blame for the collision. The amount of damages will be assessed later.

THE Tokyo Police have issued a notification that citizens must not go about with bare feet outside the precincts of their own residences. Any person violating this interdiction will be punished for misdemeanour. The veto is intended as a precaution against plague, a matter which is naturally causing much concern in Tokyo, and prompting very vigorous sanitary measures. Jirikisha coolies will be the chief sufferers by the interdiction, especially now that the hot weather is approaching, says a Japanese contemporary.

In connection with Mr. B. R. Harrington's scheme for disposing of the refuse of Calcutta by burning it in incinerators, writes a Calcutta paper, it is worth while considering how far plague is spread by the present means of simply taking away the refuse to let it rot at a distance from the town, but at not so great a distance that the atmosphere does not become impregnated with the resulting bacteria. The germs of zymotic diseases are carried far and wide by the winds. Under such circumstances it is not better to totally destroy the refuse no matter at what cost or inconvenience?

A JAPANESE paper of the 3rd instant, gives the following composition of the new Japanese Cabinet:—

Premier.....General Viscount Katsura.
Minister of Home Affairs.....Baron Utsunomiya Tadakatsu.
Minister of Foreign Affairs.....Mr. Sone Arisuke.
Minister of Agriculture and Commerce.....Mr. Hirata Tosuke.
Minister of Communications.....Viscount Yoshikawa.
Minister of Justice.....Mr. Kioura Keigo.
Minister of Education.....Dr. Kikuchi.
Minister of War.....Baron Kodama.
Minister of Navy.....Admiral Yamamoto.

A FEW days ago, says the *Perak Pioneer*, we observed another European (an elderly man) in Taiping, who had come over from Penang seeking employment, which we believe his age debarred him from obtaining in Perak, though he possessed a good physique and was a fine upstanding looking man. Any person, over 30 years or so of age, coming to the F. M. States seeking a job makes a mistake, that is to say, anything to do in Government employ. Perhaps this intimation will prevent others from following the example of the European under notice, who, though professedly a man of travel and experience, failed to obtain employment over here.

THE *Singapore F. P.* says that one day last week, as Messrs. Gaggino and Co.'s steam launch *Fanny* in charge of Captain Consiglieri was lying off Tanjong Rho, those on board observed a huge snake in the water close by, with its head upflipped, trying to climb up the side. Captain Consiglieri and his crew attempted to slip a noose round the neck of the snake, but the attempt failed. The second try was more successful and to prevent the snake doing any mischief two extra nooses were slipped round its body and tail, and it was hauled on board the steam launch, and found to be a boa constrictor, measuring over 15 feet long. The boa has been caged in a wooden cage.

A CORRESPONDENT writes, I notice in your evening contemporary a list of prices of the various commodities in the Central Market, but I can very rarely purchase anything according to the printed price-list. The stall keepers always say "I no, savae that thing, I speakee price, suppose you wantchee, you makee pay."

A TRANSLATION of a letter from a Chinaman recommending camphor and laudanum as a cure for plague and also complaining of the public latrines in Hongkong was laid before the Sanitary Board this afternoon. The Registrar General believed Mr. Chadwick reported on the latrines. The M. O. H. said the present system must remain in force until the time came when all refuse could be turned into the sewers, but that could only be when salt water was available for flushing.

A HOME paper says:—Over a hundred large logs of pitch pine timber have been washed up on the marshes at Gedney Grove End, in Lincolnshire. The local farmers have had a busy time securing the wood. Such a haul has never before been made upon these marshes. The coastguard authorities, however, soon learned of the occurrence, and a chief officer promptly arrived on the scene in a motor-car and claimed the whole. The farmers are to receive some allowance for salvage, a rare item to appear in farm receipts.

MR. H. S. D'ORVILLE, Malay Interpreter of the Police Court, says the *Peking Gazette* of the 3rd inst., has had the misfortune to lose two of his daughters, aged 14 and 8 years, within half an hour, on Saturday night. It appears that the children were ailing, and Mr. D'Orville, in attempting to relieve them, made the terribly unfortunate mistake of administering, not salutarina, as he intended, but strychnine, with fatal results. The entire community sympathises with the father in his bereavement under such circumstances.

THE *Kobe Herald* of the 4th instant reports that the plague patient on board the American transport *Kintuck* is a Chinaman. He arrived from Hongkong in the vessel and appeared to be in his usual health while employed on board as a fireman. The Japanese Quarantine officers, after conferring with the Commander, disinfecting the entire vessel. The Commander and officers of the ship expressed great satisfaction with the measures taken by the Japanese authorities. The steamer is said to have brought up 14 passengers, but their present whereabouts are unknown. A later despatch states that the patient who was under medical treatment at the Quarantine Hospital, Megami, succumbed late yesterday afternoon.

In the town of Poultney, Vermont, the chained skeleton of a young woman has been found in the cellar of an old house, long deserted, where a brick-pit had been constructed, holding an iron post, to which was fastened a heavy chain. The handcuffs still held the fleshless wrists. The doctors pronounced the skeleton to be that of a woman. Then it was remembered that this house was once occupied by a young French Canadian Pierre Bourdon, who brought there one day a young and beautiful bride, also a French Canadian. Unhappily, her beauty made her the object of so much attention that Pierre became frantically jealous, and one day when he caught her, as he thought, somewhat openly flirting with a young man of the town he ordered her home, and no one but her husband ever saw her again.

MR. DILLON, says the *Full Mill Gazette*, has not a spark of humour in his melancholy composition; a circumstance that saves him from much mortification. But even he must feel conscious that in treating the seizure of a single number of the *Irish People* as a matter of high constitutional importance he took up a silly position. It is difficult to conceive of a journal connected with Mr. William O'Brien being, in any case, a serious production. The *Irish People* has been attempting a gutter notoriety by publishing an attack on the King which the Leader of the House described as "foul, obscene, and seditious." Such outrages can only be treated to one form of punishment—namely, suppression. A legal prosecution, which would permit Mr. William O'Brien and those connected with his sorry broadsheet to posture and palaver up and down the country, would have been a childish mistake on the part of the Irish Government. Yet a Radical paper or two is disposed to gird at Mr. Wyndham as if he were a Russian press censor. They had better be careful. Their Nonconformist readers may be pro-Bour, but they have a strong feeling of personal loyalty.

A HOME paper says:—In the division on the 10th ult. upon Mr. Dillon's motion for the adjournment of the House of Commons to call attention to the seizure of the *Irish People*, the bulk of the Liberals present, including Sir Henry Campbell-Bannerman, Sir Henry Fowler, Mr. Asquith, and Mr. Bryce, voted with the Government in the majority. The minority consisted of fifty-five Nationalists and nine Liberals—Mr. Burns, Mr. Cameron, Mr. Labour, Mr. Lloyd-George, Mr. Humphreys-Owen, Sir George Newman, Mr. Bryn-Roberts, Mr. Shipman, and Mr. Weir. One Nationalist, Mr. Young, who, it may be recalled, was bitterly attacked in the *Diamond Jubilee* year for attending the Windsor Castle garden-party, which his colleagues boycotted, walked out when the division was called, as did Mr. John Morley, Sir U. Kay-Shuttleworth, Mr. Haldane, Mr. T. Shaw, Mr. Drynam Jones, Mr. Snachey, Mr. Cairns, and several other Liberals. By way of explanation of the action of the Radicals who abstained or voted in the minority, it is stated that their course of action did not arise from any desire to excuse the language published in the Dublin newspaper in question, but was prompted by an objection to the Executive acting in such a case without a warrant, and assuming judicial powers.

THE LAYING OUT OF CROWN LANDS.

The following letter from the Colonial Secretary was laid on the table at this afternoon's meeting of the Sanitary Board:—

In reply to your letter No. 85 of the 3rd instant, transmitting a resolution of the Sanitary Board, I am directed to state that the Governor suggests that the following resolutions to which His Excellency would offer no objection should be adopted viz:—

1. That His Excellency the Governor be pleased to direct that, when any district has been laid out on a plan with a view to the sale of the land for building purposes, the plan be submitted to the Board for its consideration.

2. I am, however, to inform you that this Resolution is not to be deemed to extend to isolated areas sold, but only to areas in which there is prospect of considerable development occurring in the near future.

3. The Board will be furnished at an early date with a plan showing the vacant Crown land in the City. This is, however, considered unnecessary in the case of Kowloon, as a comparatively small area has so far been sold.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

PLAGUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—What does Mr. Osborne mean by the resolution which he has down for this afternoon's meeting of the Sanitary Board? I am a European and, not being blessed with a large salary, the great rise in rents has forced me to move into a Chinese flat. Now, Sir, if Mr. Osborne's resolution goes through, I may have Chinese nursing plague cases above and below me and, as I cannot leave my present quarters without giving a month's notice, I do not see what redress I can expect if such should come to pass.

I should have a great objection to a Chinese plague case occupying the same house as I do, and I think that such a suggestion should never have been put forth by any sensible man. Of course Mr. Osborne does not live in a Chinese flat, and hence he has no idea of the inconvenience one has got to put up with in one. Let him come and stay with me for a week and if he does not move a resolution to provide a European reservation at the next meeting of the Board, I shall be surprised.

Thanking you in anticipation for the insertion of my plaint,

Yours faithfully,

Hongkong, June 13th, 1901.

FLAT.

WHY?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—We have two full fledged Chinese Members of the Sanitary Board, and yet I note from the resolution paper for this afternoon's meeting which you published last night, that Mr. E. Osborne is to ask that Chinese Plague cases be confined in the usual Chinese manner. Now, Sir, I contend that if there are two Chinese Members on the Board, one or other of them should have moved the resolution and not Mr. Osborne. Let Mr. O. look after his own countrymen and let the Chinese be represented by them.

Yours faithfully,

Hongkong, June 13th, 1901.

REMOVAL OF PLAGUE CORPSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I see that Mr. Osborne puts a resolution to the Sanitary Board, meeting this afternoon to the effect that bodies of Chinese who have died from Plague may be removed from the Colony without restriction. A very good idea, it seems to me, if the Chinese are so fond of having plague-stricken bodies dumped into their country. It rids the Colony of them, and we are crowded up here. These plague corpses ought to be burnt, whether European or native. It seems to me a foul sort of sentimentalism that would sooner have a body slowly rot and be devoured by worms than be burnt and reduced to clean ashes by fire. The Hindoos are the most civilized people on the earth, as regards burial rites.

To return to Mr. Osborne's Resolution: who will be appointed to make sure that these plague corpses do leave the Colony?

Yours faithfully,

Hongkong, June 13th, 1901.

THE PLAGUE.

Number of cases reported (Chinese.....1,149
up till noon of the 12th Other Asiatics 35
June, 1901..... Europeans.....20
Number of cases reported (Chinese.....18
during the past 24 hours Other Asiatics 1
Europeans..... 0

Total number of cases reported to date 1,223

Number of deaths reported (Chinese.....1,105
up till noon of the 12th Other Asiatics 21
June, 1901..... Europeans..... 5
Number of deaths reported (Chinese.....2
during the past 24 hours Other Asiatics 0
Europeans..... 0

Total number of deaths recorded to date 1,132

Since noon on Saturday last the cases and deaths are:—

Cases Chinese..... 99
Other Asiatics 4
European 3
Total 106

Deaths Chinese 101
Other Asiatics 7
European 0
Total 108

The plague returns for last week were:—

Cases.....161
Deaths.....155
The returns for 12th June, 1894, were:—
Total deaths to date.....1,639
New cases in previous 24 hours..... 52
Deaths in previous 24 hours..... 83
Patients under treatment..... 290

Another Indian was removed from Kowloon suffering from plague this afternoon.

A young Portuguese girl was reported this morning as suffering from plague. She is being treated at home in Wyndham Street.

Mrs. D'Agostini was discharged from the Kennedy Town Hospital this morning. Mr. Meek will probably leave the Hospital to-morrow.

We are pleased to hear that Mr. and Mrs. Brownhill are doing fairly well and that all the other European plague patients are progressing most favourably.

No further cases of sickness have occurred in the Connaught House. Thorough cleansing, white-washing, &c., is going on in the room lately occupied by Mr. and Mrs. Brownhill.

SANITARY HOUSES.

The following letter from Mr. Fung Wa Chun was laid before the Sanitary Board this afternoon:—

I have the honour to report for the information of the Members of the Sanitary Board that I have consulted the leading Chinese of the Colony about the plan of the new houses suggested by H. E. the Governor.

After due consideration, they are of opinion that although the proposed houses will be far better ventilated and lighted than those at present in existence, they can still be improved. They, therefore, recommend that the scheme of semi-detached houses be adopted instead, as the erection of blocks of two houses, 15 ft. by 50 ft. each, with a 15 ft. lane between each pair of houses and at the back, permits of light and ventilation getting to the houses from the sides, and also allows the lane to be publicly scavenged. I beg to recommend a rough sketch which I have made of the houses in question.

The following minutes were attached:—
Mr. Fung Wa Chun.—Every two houses means an additional area of 250 square feet.
Mr. Osborne.—Mr. Fung Wa Chun's plan is the only really effective solution of the difficulty, but it would be very costly.

The M. O. H.—The Government should provide the side lanes, and the owner the back lane.
The Capt. Supdt. of Police.—I am afraid the cost puts the plan out of the question.

QUARANTINE.

A *Gazette* published yesterday contains the following Siamese Quarantine Provisions:—

1. The Decree of His Majesty the King of Siam, set forth in the Schedule to these Regulations, is hereby made binding upon and shall be observed by all British subjects in Siam.

2. Any British subject contravening the said Decree shall on conviction before a District Court be liable to a fine not exceeding £200; or to imprisonment for any term not exceeding three months or to both such punishments.

3. These Regulations shall continue in force during such time as the said Decree remains in operation and no longer.

4. The Regulations made by the Acting Consul-General on the 13th day of May, 1901, are hereby revoked.

5. These Regulations may be cited as the Quarantine Regulations of May 28th, 1901.

(Sd.) WM. J. ARCHER,
Acting British Consul-General.

SCHEDULE I.

ROYAL DECREE ON QUARANTINE.

Whereas bubonic plague has broken out in Hongkong and elsewhere and it is desirable to take measures to prevent its spread to this Kingdom, it is hereby decreed:—

1. The Island of Koh Phai shall be and is hereby declared the Quarantine and Inspection station for the purposes of the present Decree.

2. Any vessel which, having cleared from Hongkong, Hainan or Manila arrives in Siamese waters on or after the date of the present Decree shall call at the said station, and shall, before receiving pratique, stay there until a period of nine full days shall have elapsed from the time of her leaving port, or until released by the Health Officer.

3. Any vessel which, having cleared from any port in China, arrives in Siamese waters on or after the date of the present Decree, shall call at the said station, and shall stay until such time as the Health Officer shall have boarded her and given her pratique.

4. No person other than the Health Officer or one of his assistants shall communicate from any ship coming from Hongkong, Manila or any port in China with the land or from the land with such ship or from such ship with other ships or from other ships with such ship, before she has received pratique.

5. The Master or other person having the control of any vessel in quarantine shall give the Health Officer such information about the vessel and the voyage and the health of the crew and passengers and otherwise as the Health Officer may require, and shall answer fully and truly questions put to him by the Health Officer, and shall, if required by the Health Officer, furnish the necessary boats and appliances for the landing of the passengers or crew at the Quarantine station, and shall, in a general way, give the Health Officer necessary assistance to enable him to grant pratique to the vessel.

6. The Health Officer may board any vessel arriving in Siamese waters and inspect every person in the vessel. He may, if he thinks necessary, call for inspection of the ship's bills of health, emigration papers or other documents which he may require to enable him to grant pratique and he shall use every lawful means which to him may seem expedient for ascertaining the sanitary condition of the vessel and persons therein.

7. No customs officer on duty Koh-Si-Chang or at Paknam shall allow any ship coming from Hongkong, Manila or any port in China either to lighten at Koh-Si-Chang or to proceed to Bangkok without producing the certificate of health delivered at Koh Phai, but all said ships which shall produce such certificates shall be at liberty to lighten at Koh-Si-Chang and to proceed to Bangkok or elsewhere without any further examination.

THE INSPECTOR'S QUARTERS AT KENNEDYTOWN.

At to-day's meeting of the Sanitary Board the following minute from the Medical Officer of Health was laid on the table:

Inspector Watson informs me that although mosquitoes still swarm at Kennedy Town yet he has had no attack of fever this spring, and he attributes this exemption to the spring and efforts he has made to treat the mosquito pools, and to the clearing of the brushwood etc. in the neighbourhood of his house.

As there is very little question that the neighbourhood can be made healthy, with care and sufficient attention, to details, I consider that the Board may now consistently recommend the Government to add another storey to the Inspector's present quarters. A Committee consisting of Dr. Hartigan, Mr. McKie and myself reported in September last that the present quarters were unsuitable until the adjacent nullahs had been trained and the swamps properly drained. Attention has already been paid to the swamps and, although the nullahs have not been trained, some pools have been filled in and, with the persistent use of paraffin and other agents destructive to the life of the *Anopheles* larva, it appears that the quarters are at last habitable and should certainly be made to meet the needs of the Inspector, as recommended by the Board in October 1899.

It is absolutely essential that the Inspector should live in immediate proximity to the Depots, and there appears to be no other available site of Crown land in the neighbourhood.

HONGKONG COTTON SPINNING, WEAVING, AND DYEING CO., LIMITED.

The following is the report for presentation to shareholders at the fourth ordinary meeting to be held at the office of the General Managers on Thursday, 27th June, 1901, at 4 p.m.:

The General Managers beg to submit a Statement of Accounts covering the period from 16th August, 1900, to 31st May, 1901. The loss on working is \$4,975.22 and the balance at debit of Profit and Loss Account, inclusive of \$3,134.66 for interest, is on the latter date \$2,840.66.

The General Managers regret this unfortunate result, which is mainly attributable to the heavy charge for interest, abnormally high price of cotton during the greater part of the year, and to the initial difficulties experienced in establishing the industry.

Having regard to the present financial position of the Company, the Consulting Committee and General Managers closed the mill on 3rd April last, and have come to the conclusion that it is impossible to resume work under past conditions with prospect of success. The only alternative to liquidation is a scheme of reconstruction, a statement in connection with which is put before shareholders by private circular, and the necessary resolutions will be proposed at an extraordinary meeting of shareholders of which notice has already been given.

CONSULTING COMMITTEE.

The Honorable R. M. Gray retired on leaving the Colony, and the Committee now consists of the Honorable J. J. Bell-Irving, the Honorable C. P. Chater, C.M.A., and A. Haupi, Esq.

AUDITOR.

The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 12th June, 1901.

BALANCE SHEET.

Liabilities.

Hongkong and Shanghai Banking Corporation \$ 28.97

Capital Account 900,000.00

Bent, Stevenson & Co. 10,725.84

Jardine, Matheson & Co. 1,569,281.07

Accounts Payable 46,794.57

\$2,336,831.35

Assets.

Land \$ 44,212.86

Buildings 578,911.15

Machinery 1,093,277.12

Preliminary Expenses 1,464.59

Cash in hand 249.81

Fire Insurance, unexpired premium 2,041.64

Mill Stores 38,533.71

Stock of Coals 700.00

Furniture 2,657.00

Stock of Yarn 3,416.12

Stock of Waste 5,795.80

Faxes 312.00

Water Supply 1,489.03

Accounts Receivable 410.90

Profit and Loss Account 25,134.66

\$2,336,831.35

PROFIT AND LOSS ACCOUNT.

To Balance from last Account \$144,588.47

To Balance of Working Account 63,015.21

To Interest 62,319.97

To Auditor's Fee 250.00

\$250,173.66

By Transfer Fees \$ 30.00

By Balance 250,143.66

\$250,173.66

E. & O. E.

Hongkong, 31st May, 1901.

JARDINE, MATHESON & CO., General Managers.

I have examined the Books and Vouchers of the Company and certify that the above Statement is in accordance therewith.

W. HUTTON POTTS, Auditor.

Hongkong, 7th June, 1901.

AT THE MAGISTRACY.

OBSTRUCTION.

Kwong Sik Loong of the Central Market, was fined \$5 for obstructing Inspector Ford in his duty.

STOLEN COPPER.

Chan Yan, charged with being in unlawful possession of 46 lbs. of copper, said he found it in a dust bin. He was awarded \$50 or 6 weeks' hard labour and went to prison.

DISORDERLY CONDUCT.

Tsang I was up before Mr. Kemp for behaving in a disorderly manner on the *Gulding Star* ferry boat.

C. A. De Sequeira, a collector, said the defendant refused to pay his fine of 5 cents and created a great disturbance. He gave him into custody. The defendant stated he was charged 5 cents more than the proper fine. He was only asked for it back. Defendant was bound over in \$25 to keep the peace.

THE DISPOSAL OF RUBBISH.

The following correspondence was laid on the table at this afternoon's meeting of the Sanitary Board:

From the Board to the Colonial Secretary.

With reference to the correspondence notice in the margin, I have the honour to state that the Report of the proceedings of the Public Works Committee at a meeting held on the 23rd January 1901 was again under consideration by the Sanitary Board at the meeting held on May 30th and it was resolved:

That the Government be asked to redeem its promise and provide a refuse destructor notwithstanding what the Committee had said in their report.

The words "redeem its promise" have reference to the fact that His Excellency the Governor in June 1899 (C.S. 1504 of 1899) approved the erection of a refuse destructor which had unanimously been recommended by the Board.

The refuse from the houses in which plague cases have occurred is at present burnt on the praya reclamation in front of the Gas works, and several complaints from the residents in the neighbourhood have been received as to the nuisance caused by the smoke, necessitating the closing of the windows, and the small caused by the burning operation.

Briefly the reasons which have been adduced in support of a refuse destructor are:

The destructor would be of great assistance in stamping out plague by effectually disposing of the City refuse, much of which must at present be infected.

The dumping of rubbish from dust boats into the harbour and the sifting up of the fore-shore by the rubbish being dumped over the praya wall, and the third, the burning of rubbish necessary under the present method of disposal, as well as the sorting of the rubbish by street vendors would be obviated.

The nuisance caused by burning plague refuse in the neighbourhood of domestic dwellings would be removed.

With reference to No. 2, I may add that the City refuse is at present supposed to be removed to Canton and sold, but there are grave doubts that a considerable proportion of it is unsaleable and finds its way into the Harbour.

From the Colonial Secretary to the Board.

In reply to your letter No. 84 of the 3rd instant I am directed to inform you, that an incinerator for the cremation of cattle having been ordered. His Excellency is of opinion that it should be used for the purpose of consuming rubbish in addition to its proper use.

ERUPTION OF VOLCANO IN JAVA.

The *Strait Times* of the 29th ult. says:—The outbreak of the Mount Merapi volcano in Java, news of which has reached us by wire, was attended by great loss of life. Torrents of lava and hot mud flowed amid showers of ashes and stones. Many natives and a few Europeans perished. On an estate called Alas Kedarung, the manager, amid a shower of stones, fled from a torrent of lava in a carriage with his wife, two children, and a nurse. The lava overtook them. The children, the nurse, the wife, and the horses perished. The parents jumped into a clump of bamboos and saved themselves. The lava also consumed the superintendent of the estate and about twenty-five coolies. Many coffee estates in the neighbourhood were destroyed. The country around was strewn with corpses.

MINING IN DUTCH BORNEO.

Borneo's contribution to the world's gold supply for some years past has averaged about 5,000 oz. per annum, but recent events have shown that by the judicious outlay of capital and a systematic working of concessions many additional ounces of gold will be added to the world's supply, in the opinion of the *Australian Mining Standard*. At present the Sentral Mining Co., which holds a concession in Sambas, Dutch Borneo, is meeting with favourable results, so much so that machinery will shortly be installed on various portions of it. In January, 1900, T. R. Toby, formerly of Sydney, who had been in Sambas, Dutch West Borneo, reporting on certain mining concessions there, and Mr. C. van Vollenhoven, a member of a syndicate holding a concession, visited Australia, and on behalf of the directors of the Sentral Co., entered into negotiations with Mr. H. B. Bennett, of Sydney, to prospect their property. Mr. Bennett, with a large staff, has been at work for some months, and the results have been embodied in various reports. In the flat portion of the concession Mr. Bennett suggests the formation of a company to work it. He says the area is four times larger than any alluvial property in Australia, and the prospects have proved to be very rich. There is sufficient height in the ground to employ hydraulic sluicing. He estimated this portion of the concession at 40,800,840 cubic yards, which would yield 24 grains of gold per yard, and thus produce, 2,043, = 49,202, value at £4 per ounce, £8,173,968.

Altogether Mr. Bennett is satisfied with the prospects of the concession, and is of opinion that gold can be obtained in sufficient quantities to warrant an outlay on machinery.

PRACTICAL TEUTONS.

HOW A GERMAN STEAMSHIP CO. TRAINS UP OFFICERS.

The announcement that the North German Lloyd Steamship Company has ordered two new school-ships of 3,000 tons to be built calls attention to the very practical methods adopted by this German line. The North German Lloyd Company has already a training-ship, a fine fast four-master, which does not merely play at the game, but carries cargo from port to port. Thus, while training lads to officer the company's fleet, it at the same time brings money on her way from America after a twelve months' cruise.

For the complete training of a cadet a three years' course is arranged. The cadet enters as a boy. At the end of the first year he is advanced to the position of ordinary seaman, and at the end of the second to that of A.B. Besides the practical instruction in seamanship which is obtained in regular watches under the superintendence of officers, several hours a day are spent in instruction in nautical subjects, modern languages, mathematics, and navigation.

After three years on the sailing-ship the cadets are placed on board the steamers of the company as warrant officers or quarter-masters. Here they serve for a year, and are then qualified to enter the Navigation School to obtain a mate's certificate.

Cadets who have not got their certificates for a year's military service receive, at their mates' examination, permission to perform a year's service in the Imperial Navy. In this way they may qualify for positions as officer in the Naval Reserve.

Our Board of Trade has printed and circulated among British shipowners full particulars of the system adopted by the North German Lloyd, but so far apparently no practical result has followed. *—Penang Gazette.*

DISINFECTING STATION FOR KOWLOON.

The Sanitary Board's recommendation for provision being made for a disinfecting station for Kowloon in the 1902 Estimates has been approved by H. E. the Governor.

SOME CELEBRATED JAPS.

TINY DOGS OF GREAT VALUE.

Although in a large degree the craze for everything that comes from Japan has died a natural death, the fashion for Japanese spaniels does not in any way abate. To the ignorant this will be a mystery. That any sane person should give £100, or even £25, for a creature that weighs about four pounds or under, that is nothing really but a thick black-and-white coat, a feathery tail, two round black eyes, and a perfectly flat snub nose appears preposterous. It seems, however, that Japs, like caviare and olives, are an acquired taste, that once obtained, is never lost, though their prohibitive price naturally places them only within the reach of few. To possess a large number of perfect specimens is a cause for real jubilation, and Miss Serena, whose dogs invariably have a walk-over at every show they visit, may well be proud of her lovely pets.

Place aux dames. "Yum-Yum of Tokio" is a dainty, sleek little lady who went to England in 1886, and since her debut, in the following year took on thirty-three prizes, more evidently intended Yum-Yum for a life of luxury, and her general air of contentment proves she has fulfilled her destiny. "Champion Mik Mikado" is now a gentleman of world-wide reputation. He is full of consequence, and perfectly alive to the fact that his hundred and odd prizes and eight championships place him far and away above all others of his race. Notwithstanding his diminutive size, Mik is by no means fragile, and can enjoy a constitutional and his meals with astounding heartiness.

Two small specimens, so small, indeed, that they must be seen to be believed, have only been a twelvemonth in Miss Serena's hands, but have taken seven prizes. "Pugi of Nagoya," who weighs just over three pounds, and has the temper of a fiend, is lemon-and-white. His spirit, which is far larger than his body, is apt to run away with his discretion, but as his companions only regard his wild bursts of rage and angry snarls with kindly tolerance he is not, so far, come to any harm. "Kiku of Nagoya," who is superlatively beautiful, stands just about four inches high. His character being as faultless as his looks, he is adored at home and abroad. Kiku is a frisky sprite, and though he seems more like a costly toy than any living dog, he is intelligence itself, and understands all the compliments that are showered on him. All Japs are interesting, says Miss Serena, and she has many others, but even she acknowledges to Kiku's fascinations.

THE OPENING OF THE AUSTRALIAN COMMONWEALTH PARLIAMENT.

[AMERICAN MAIL CABLE.]

MELBOURNE, May 9th.

The opening of the first Federal Parliament, which took place at noon, was a most impressive ceremony. The capacity of the Exhibition building, the scene of the ceremony, is 12,000 people, but the available space was taxed to the utmost. The decorations consisted of regimental standards, trophies of arms and floral festoons.

The doors were opened to ticket-holders at 9 o'clock this morning, and by 11 o'clock the audience was filled, except the royal dais. This was located beneath the great dome. It held a single row of chairs, the largest, in the centre, being surmounted by a small gold imperial crown. The whole was embellished with the royal standard. In front of the royal chair was a small table, on which was a telegraph key by which the Duke of Cornwall and York was to flash the opening signal throughout the Commonwealth, when the Union Jack was to be simultaneously raised in every settlement of the Federation. The majority of the audience was composed of ladies, most of whom were clad in mauve-coloured costumes, but many of whom wore white. Brilliant army and navy uniforms gave colour to the scene.

Facing the dais was a slightly raised platform, where seven rows of chairs accommodated the members of the Commonwealth Parliament. The lofty north transept was devoted to the members of the state parliaments. East and west of the dais were grouped the Ministerial staff. The remainder of the hall, and the galleries were packed with a well-dressed, earnest, expectant crowd. A great orchestra enlivened the ante-meridian hour with operatic airs.

The special proceedings began at 11:54 a.m. with the reading of the proclamation summoning the Senate and Representatives. Noon was signalled by a fanfare of trumpets from the military band outside.

The royal party then entered, and was conducted to the dais, while the orchestra played the national anthem. The Duke of Cornwall and York wore an admiral's uniform, with the ribbon of the Order of the Garter. The Duchess of Cornwall and York and Lady Hopetoun, wife of the Governor-General, the Earl of Hopetoun, and the ladies of the suites all wore black.

The Duke, through the Black Rod, then summoned the members of the British Parliament, and the members filed in. The Hundredth psalm was sung, with all present standing, and the Earl of Hopetoun read a prayer, after which the Duke of Cornwall and York formally declared Parliament open.

In a lengthy address he referred to the wishes of the late Queen, who, before her death, signed his commission to open Parliament. He paid a tribute to the generous aid rendered by the colonies in the South African war, the splendid bravery of the troops, and the services of the squadron in China, and expressed the interest taken by King Edward VII in the Australian people. It was his earnest prayer that the union, so happily achieved, would prove an instrument for the further advancement of the welfare of the Australian subjects of the King and the consolidation of the empire.

Prolonged cheering greeted the conclusion of the speech, which was renewed when a telegram from King Edward was read as follows: "My thoughts are with you upon this august occasion. I wish the Commonwealth of Australia every happiness and prosperity."

The members then took the oath and subscribed their names to the roll. At the conclusion of this ceremony the Earl of Hopetoun dismissed them to their respective houses to elect officers.

The entire audience thereupon rose as the first bars of the "Hallelujah" chorus were sung by the orchestra, and the chords were played by an opera company. "Rule Britannia" followed, and finally the whole assemblage joined in singing "God Save the King." With a blare of trumpets the royal party retired and the ceremony was over.

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Sets 6hr. 43min.

High water—Morning 6hr. 30min.

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1900—Part of the British Legation, and other buildings at Peking, destroyed by fire.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.764

Thermometer.....80.7

Humidity.....83.0

Rainfall.....16.496

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. 29.66

4 p.m. 29.61

Thermometer.....87

Humidity.....77

Rainfall.....78

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1878—Steam communication between Hongkong and North Borneo established.

1891—Imperial Edict condemning attacks on foreigners issued.

1898—Agreement between England and France re Niger concluded.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTIONS.	SAILING DATES.
SHINANO MARU	MARSEILLES, LONDON & BARROW, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TO-MORROW, 14th June, at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAMATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
A. E. Moses	HAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
M. Yagi	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 21st June, at Daylight.
HITACHI MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 21st June, at 4 P.M.
ROSETTA MARU		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 11th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with, THE OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI," will be despatched for PORTLAND (OR.) on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to, ALLAN CAMERON,

General Agent, or to the Company's Office, 1st Floor, Chater Road.

Hongkong, 11th June, 1901.

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General Agent, or to the Company's Office, 1st Floor, Chater Road.

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Hongkong, 11th June, 1901.

ALLAN CAMERON,

General Agent, or to the Company's Office, 1st Floor, Chater Road.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"CABRIO"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

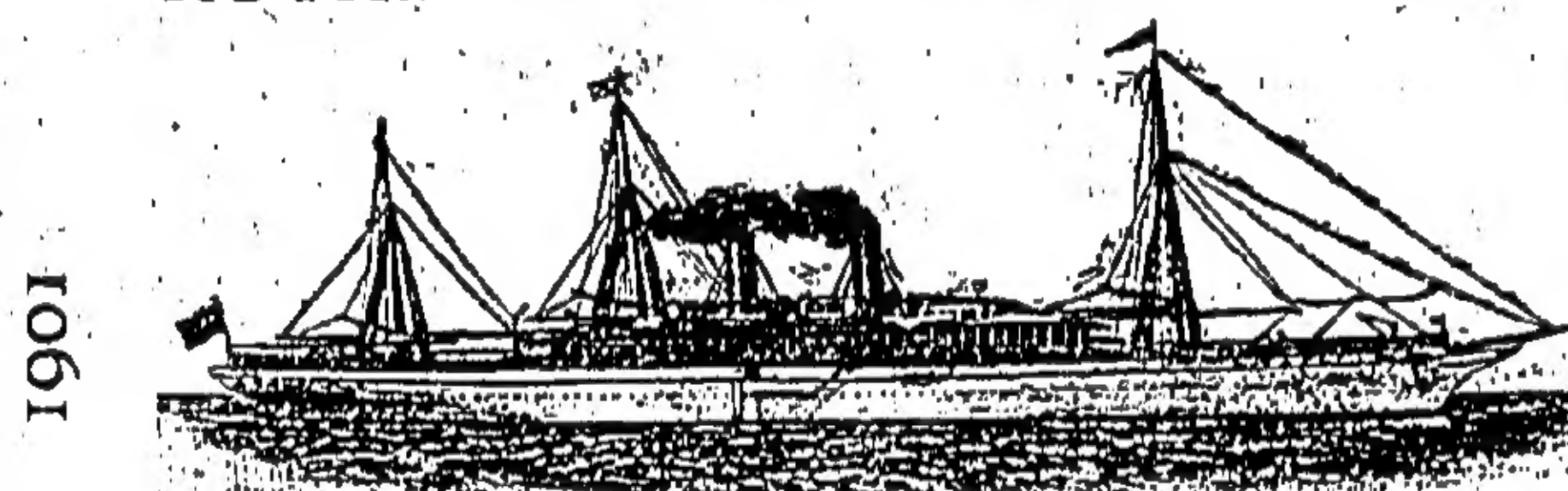
Merchant's Invoice will be sufficient for Cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fuller's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTIONS.	SAILING DATES.
NUERNBERG	HAYRE and HAMBURG.	25th June.
SAMBIA	(Calling at SINGAPORE and PENANG.)	Freight.
WUERZBURG	HAYRE, BREMEN and HAMBURG.	12th July.
Schneider	(Calling at SINGAPORE and COLOMBO.)	Freight.
ACILIA	HAYRE and HAMBURG.	26th July.
V. Döhren	(Calling at SINGAPORE and PENANG.)	Freight.
	HAYRE and HAMBURG.	9th August.
	(Calling at SINGAPORE and COLOMBO.)	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 7, Queen's Building.

Hongkong, 5th June, 1901.

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Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 7, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	21st instant.
NIENHSIN	"NANCHANG"	On or about 30th instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 12th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ALCIBIOUS"	15th June.
"	"IXIO"	20th June.
"	"PELEUS"	25th June.

S.S. "GLAUCUS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI and JAPAN.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"MAELAND"	25th June.
"	"PROMETHEUS"	15th July.
"	"ALCIBIOUS"	23rd July.
LIVERPOOL (DIRECT)	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

Hongkong, 12th June, 1901.

THE OSAKA SHOEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Port, on SUNDAY, the 16th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th June, 1901.

THE OSAKA SHOEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King... 3,379 about June 20

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain J. S. Stevenson, will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 15th May, 1901.

SHEWAN TOMES & CO., Agents.

Hongkong, 15th May, 1901.

SHEWAN TOMES & CO., Agents.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Port, TO-MORROW, the 14th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

The Share Market.

LATEST QUOTATIONS.

(June 13th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	38 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	4 1/2
The Bank of China & Japan, Limited (Preferred)	£ 1	55 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders	£ 1	\$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait Ins. Co., Ltd.	\$ 20	\$1
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$35
Indo-China Steam Navigation Co., Ltd.	£ 10	\$147 sales
China & Manila S.S. Co., Ltd.	\$ 40	\$52
Douglas Steamship Co., Ltd.	\$ 50	\$55 buyers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	\$7 buyers
Star Ferry Co., Ltd.	\$ 10	\$22 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	\$2 1/2
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$130 buyers
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 9	\$7 sellers
Punjom Mining Co., Ltd. (Ord.)	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fr. 25	\$325
Quebec Mines, Ltd.	25 cts.	6 cents sales
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$5 buyers
Raub Allain Gold Mining Co., Ltd.	18s. 10d.	\$12
Oliver Freehold Mines, Ltd. A	\$ 5	\$12
Oliver Freehold Mines, Ltd. B	\$ 5	\$12
4 Books Wharves and Godowns	\$ 5	\$12
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$325 sales
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$105
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$221 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$9.85 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$100 sales
Kowloon, Ltd. and Building Co., Ltd.	\$ 30	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$55 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$128 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$134 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$100	\$8
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited	\$300	\$1,500 sales
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$57 sales and buyers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19 sales
China-Borneo Cement Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$94 sales
Hongkong Electric Co., Limited	\$ 10	\$124 buyers
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$165 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong High Level Tramways Co., Ltd.	\$100	\$225 buyers
Do. Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$30
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$50 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$50 sales

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Huke, Mr. A. N.
Angus, Mrs.	Irving, Mr. E. N.
Arnold, Mr. H.	Johansen, Mr. and Mrs.
Auld, Mr. J. S.	Joseph, Mr. & Mrs. E. S.
Bailey, Mr. W. S.	Katsch, Mr. E. A.
Bell, Mr. and Mrs. O. M. D.	Kienc, Mr. and Mrs. F. Kienc, Mr. A.
Benjamin, Mr. David	King, Maj. H. S., R.E.
Beringer, Mr. F. J. G.	Kirkwood, Mr. J.
Black, Mr. J. R.	Liblain, Mr. E.
Brandreth, R.N., Lt. & Mrs.	Littledale, R.E., Major R. P.
Brooks, Major & Mrs. J. C.	Long, Mr. & Mrs. D. M.
Brown, R.E., Major W. Marlow, Mr. D.	Macdonald, Mr. D.
Brown, Mr. J.	McLean, Mr. L.
Bruce, Mr. and Mrs.	Mudge, Mr. Geo.
Bruton, Mrs. and child	Parfitt, Mr. W. C.
Burnie, Mr. C. M. G.	Pascual, Mr. P.
Bustow, Mr. D.	Perie, Mr. C.
Cameron, Mr. D. H.	Price, Mr. H.
Clark, Dr. & Mrs. F.	Reich, Mr. A. H.
Clarke, Mr. W. G.	Robertson, Mr. V.
Cole, Mr. G. E.	Robinson, Mr. V.
Colson, Mr. J. S.	Schouw, Mr. C.
Cunningham, Mr. P. A.	Smith, Mr. Stuart
Davis, Mr. W.	Smithers, Mr. R. G.
Dennis, Mr. P. C.	Stevens, Mr. H. G.
Dorehill, R.A., Major	Stewart, Mr. E. H.
Dyson, Capt. P. S.	Taylor, Mr. D. G.
Fernald, Mr. and Mrs.	Thomas, Mr. Geo.
Fitzgerald, Mr. J.	Thomas, Mr. Harry
Gibson, Mr. Kennedy	Tibbey, Mr. H. M.
Glover, Mr. C.	Valentine, Mr.
Granderburg, Mr. M.	Wakeman, Mr. G. H.
Grant, Mr. John	Watts, Mr. and Mrs.
Griffin, Mr. A. E.	Frank W. J.
Gubbay, Mr. R. A.	Whitley, Mr. and Mrs.
Hall, Capt. F.	W. J. G.
Harold, Mr. W.	Wild, Lieut. and Mrs.
Herman, Mr.	Bagnall
Hess, Mr. J. L.	Williamson, Mr. and Mrs. A. A. and child
Howard, Mr. Thos.	Woolen, Mr. J. J.
	Wright, Mr. and Mrs.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Lang, Dr. K.
Benjamin, Mr. S. S.	Lee, Mr. J. E.
Bonarr, Mr. J. W. C.	Mackie, Mr. C. Gordon
Brayne, Mr. H. F. R.	Mantle, Mr. and Mrs.
Brown, Colonel F.	Martin, Mr. R.
Brusse, Mr. G.	Miller, Mr. and Mrs.
Cameron, Mr. Allan	Murray, Mr. Stuart G.
Carrington, Sir John	O'Gorman, Col. The
Carrington, Miss	Oppenheim, Mr. J.
Collard, Col. A. W.	Pitt, Mr. H. R.N.
Crookenden, Col.	Pollock, Mr. John E.
Dann, Mr. G. H.	Pryne, Capt. R.A.M.C.
Dixon, Mr. F.	Quinn, Mr. A.
Ellam, Mr. A. S.	Rouse, Mr. A. B.
Ezekiel, Mr. J. S.	Rublee, Mr. W. A. (U.S. Consul of America)
Ezekiel, Mr. R. M.	Rublee, Mrs. W. A.
Forbes, Mr. Andrew	Rublee, Mrs. W. A.
Fraser, Mr. and Mrs. H. W.	Seaton, Mrs.
Graham, Mr. D. M.	Shelton, Mr. Edward
Harston, Dr. and Mrs. G. M.	Shelton, Mr. A. G.
Gunter, Mr. and Mrs. H. A.	Stokes, Mr. A. G.
Hays, Mr. J.	Tomin, Mr. G. L.
Hughes, Col. G. A.	Whitney, Mr. H. B.
Irwin, Mr. E. H.	Wheeler, Lt.-Col. J. L.
Jeffreys, Mr.	

ORANGE BURN.

Anderson, Mr. Jas.	Hewitt, Mr. and Mrs.
Beattie, Mr. and Mrs. J. M.	Helm, Mr. W.
Brown, Mr. and Mrs. H. Matheson	Langlands, A.O.D.
Crouch, Mr. J. W.	Capt. and Mrs. P.
Grimble, Mr. & Mrs. G.	Pyel, Mr. E. Burns
	Volpicelli, Consul

KOWLOON HOTEL.

Andrew, Mr. John	MacGregor, Mr. J. W.
Baners, Mr. F.	Nobbs, Prof. A. F.
Brantford, Capt. M. C.	Sadow, Mr. Louis
Cleasby, Mr. W. H.	Saxton, Mr. and Mrs. T. R.
Davies, Mr. F.	Spittles, Mr. J.
Dean, Mr. W.	Williams, Mr. C. F.
Earby, Mr. E. A.	

EXCHANGE.

Hongkong, 13th June.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Credit, 4 months' sight	111 1/2
D'ments, 4 months' sight	111 1/2
ON BERLIN, (demand)	111 1/2
ON PARIS, Bank Bills, on demand	111 1/2
Credit, 4 months' sight	111 1/2
ON NEW YORK, Bank Bills, on demand	111 1/2
Credit, 30 days' sight	111 1/2
ON BOMBAY, Telegraphic Transfer	111 1/2
ON SHANGHAI, Telegraphic Transfer	111 1/2
Private 30 days' sight	111 1/2
ON YOKOHAMA, T.T.	111 1/2
Sovereigns, Bank's Buying Rate	111 1/2
Gold Leaf 100 inch, per tael	111 1/2
Bar Silver	111 1/2
Dollars	111 1/2

OPIUM QUOTATIONS.

Hongkong, 13th June.	
New Patna	\$80 per chest
Old Patna	975
New Borneo	975 per picul
New Malwa	975
Old Malwa	975
Person, paper tied	975

VESSELS IN PORT.

ATHENIAN, British steamer, 3,444, H. Mowatt, 8th April, Vancouver via Gmoy, Kobe and Moji 7th March, Timber and Flour. C. P. R. Co.	
BURNSIDE, American steamer, 1,400, A. H. Luffin, 14th April, Manila 11th April, Cebu & Government.	
CASSIUS, German steamer, 1,434, T. Gerlach, 8th June, Moji 1st June, Coal, Leaps, Wegerer & Co.	
CHOWA, German steamer, 1,115, A. Musang, 11th June, Bangkok and June, and Swatow 10th, Teakwood—Butterfield & Swire.	
CIARA, German steamer, 675, A. Hansen, 12th June, Haiphong 8th June, General—Jensen & Co.	
DIAMANTE, British steamer, 1,254, A. Ramsay, 10th June, Manila 7th June, General—Shewan, Tomes & Co.	
EJTA NOSACK, German steamer, 1,161, H. Bruhn, 18th May, Chinkiang 13th May, General—E.A. T. Co.	
FIANDRIA, German steamer, 1,386, Drews, 10th June, Shanghai 7th June, General—Shewan & Co.	
HALOONG, British steamer, 785, H. Bathurst, 11th June, Haiphong and Hoibow 10th June, General and Rice—Douglas, Lapraik & Co.	
ICHANG, British steamer, 1,240, W. L. Jones, 12th June, Canton 12th June, General—Butterfield & Swire.	

INDRAVELLI, British steamer, 3,152, W. E. Chwen, R.N.R., 10th June, Portland, Or. 20th April and Moji 5th June, General—Shewan, Tomes & Co.

KVOTO MARU, Japanese steamer, 1,630, T. Sakurai, 12th June, Saigon 8th June, Rice—Order.

LIGHTNING, British steamer, 2,122, J. G. Spence, 10th June, Calcutta via Penang and Singapore 5th June, General—David, Sassoon Sons & Co.

MACDUFF, British steamer, 1,882, R. Glegg, 12th June, Moji 7th June, Coal—Dodwell & Co., Ltd.

MEADE, American transport, 5,526, G. W. Wilson, 26th April, Manila 23rd April.

MUNCHEN, German steamer, 4,691, Krebs, 28th May, Caroline Islands 15th May, Ballast—Melchers & Co.

OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June, Mororan 4th June, Coal—Dodwell & Co., Ltd.

PEHU, American steamer, 3,528, A. F. Pillsbury, 10th June, San Francisco 11th May, and Shanghai 8th June, Mails and General—J. S. Van Buren.

PHRA NALING, German steamer, 1,021, A. S. Calder, 8th June, Saigon 31st June, General—Melchers & Co.

PORTER, American steamer, 785, J. H. Serive, 1st Mar., Manila 18th Mar., Coal—U. S. Navy.

RHUPES, Dutch steamer, Day, 7th June, Hongay 4th June, Coals—Butterfield & Swire.

ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May, Wei-hai-wei 25th May.

SAMBIA, German steamer, 3,556, G. Schmidt, 12th June, Singapore 6th June, General—Siemssen & Co.

SANDAKAN, German steamer, 1,374, A. Brandsteiter, 6th June, Sandakan 1st June, Timber and General—Melchers & Co.

SHINAO MARU, Japanese steamer, 3,960, G. E. P. Cook, 12th June, Japan 4th June, General—Nippon Yusen Kaisha.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.

TAI FU, German steamer, 1,065, E. Schipper, 9th June, Bangkok 2nd June, Rice—Tung Kee.

TETARTOS, German steamer, 1,517, Dense, 11th June, Samarang 2nd June, Sugar—Siemssen & Co.

THALES, British steamer, 836, A. J. Robson, 12th June, Foochow via Amoy and Swatow 11th June, General—Douglas, Lapraik & Co.

TRYM, Norwegian steamer, 710, Hans Dall, 10th June, Haiphong and Hoibow 9th June, General—A. R. Mart.

WITTENBERG, German steamer, 3,679, R. Hempel, 12th June, Shanghai 8th June, General—Carlowitz & Co.

Balling Vessels.

CELESTE HURRI, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.

DUNDEE, British ship, 1,998, Hernning, 14th Oct., New York 29th June, Kerosine Oil—Standard Oil Co.

EVIE J. RAY, American bark, Kaster, 24th May, Singapore 27th Mar., Timber—Saunders, Weller & Co.

FULWOM, British ship, 1,986, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.

LUCON, American 4-masted schooner, 512, Anderson, 21st Mar., Port Townsend 28th Dec., General—Holliday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar., from New York, Oil—Standard Oil Co.

MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May, Cardiff 4th Jan., Coals—E. A. Trading Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb., Yap 9th Feb., Ballast—Siemssen & Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.

SUSSEX, British bark, 1,112, Guthrie, 17th May, Freemantle 26th Mar., Sandalwood—Master.

VALE OF DOON, British bark, 717, Petersen, 28th May, Rajang 20th April, Timber—Sander, Weller & Co.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan., New York 3rd Sept., Case Oil—Order.

HIS BRITANNIC MAJESTY'S SHIPS.

ON THE CHINA STATION.

Hongkong, June 13th, 1901.

Alacrité, dispatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. F. M. Craddock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, en route Shanghai.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Wonsung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,300 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Asraon, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.B.E., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,000 i.h.p., 12 guns, Capt. R. H. Bayly, C.B., Foochow.

Bayfield, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.B.E., Wonsung.

Donaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home.

Drumhead, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leach, Wey.

Egypt, 1st-class cruiser, 1,770 tons, 6 guns, 1,300 i.h.p., Commander Sir Rouchier Wrey, Bart., Hankow.

Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Fakenham, Hongkong.

Didon, 2nd-class cruiser, 3,000 tons, 11 guns, 9,000 i.h.p., Capt. T. H. Ford, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Hongkong.

Erebus, 2nd-class gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Dunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 11,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Witz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Handy.

Hermione, 2nd-class cruiser, 4,500 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, en route Shanghai.

Hummer, storeship, 1,540 tons, 800 i.h.p., Comdr. H. J. Davidson, Hongkong.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,000 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, en route Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wonsung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Comdr. P. Mansel, Shanghai.

Phenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st-class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Gwyer, Shanghai.

Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. C. Webster, West River.

Rosario, sloop, 908 tons, 6 guns, 1,400 i.h.p., Comdr. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Powall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,000 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiangling.

Woodard, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 3 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Arpern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Donau, Austrian cruiser, 2,340 tons, Captain Victor Blesz v. Sambuchi, en route Spore.

Holland, Dutch cruiser, 8 guns, 3,500 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eilenman, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 1,600 tons, 5,900 i.h.p., Capt. J. P. Rossun, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Charnoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. V. V. Vasiliev, at Tientsin.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eljaski, at Nagasaki.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns